STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION GENERAL NOTES ---- € Roadway Fasteners shall be AASHTO M164 Type 1, galvanized bolts. Bolts $^{3}4$ " diameter, open --- € Roadway holes 1316 " diameter, unless otherwise noted. Stage II Removal Stage II Traffic No field welding is permitted except as specified in the contract documents. Stage I Traffic Stage I Removal Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See -Removal of existing rails-Special Provisions. T Temp. Conc. Barrier included in the cost of Temp. Conc. Barrier Removal of Existing typ. Reinforcement bars designated (E) shall be epoxy coated. Structures (typ.) If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket STAGE II REMOVAL STAGE I REMOVAL Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, (Looking South - North Bound) and other loose or potentially detrimental foreign material shall be removed from the (Looking South - North Bound) (Looking North - South Bound) surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise (Looking North - South Bound) noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete. --- € Roadway As directed by the Engineer, existing construction accessories welded to the top —€ Roadway flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing Stage I Construction Stage II Construction (PT) by qualified personnel approved by the Engineer. Any cracks that can not be removed by grinding 4 in, deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work. STAGE II CONSTRUCTION The existing structural steel coating contains lead. The Contractor shall take (Looking South - North Bound) appropriate precautions to deal with the presence of lead on this project. STAGE I CONSTRUCTION For quantity of Temporary (Looking North - South Bound) Concrete Barrier, see roadway plans. (Looking South - North Bound) Existing structural steel shall only be cleaned and painted as required by the Hatched area indicates Removal of (Looking North - South Bound) Ground surface/top-Special Provision "Cleaning and Painting Adjacent Areas of Existing Steel Structures". Existing Structures. Elev. 638.70 N. Abut. of sheet piling Elev. 639.90 S. Abut. All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included in Furnishing and Erecting Structural Steel. Cleaning and field painting of structural steel shall be done under a separate painting contract " PJF (per Article 1051.08 of the Backfill with Porous Granular Embankment tandard Specifications) full width and (Special) by Bridge Contractor after ertically at edges bonded to abutment cap Const. joint superstructure is in place. ith suitable adhesive as recommended by Surface Area upplier. Cost included with Concrete uperstructure Approach slab Elastomeric Bearing with Excavation for placing Porous Granular Embankment (Special) is Elev. 630.60 t N. Abut .-~Elev. 631.65 - Elev. 633.07 N. Abut. el Extension Elev. 631.67± S. Abut. Elev. 634.27 S. Abut. Exist. W30 paid for as Structure Excavation. (Composite) Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width to Elev. 624.00 N. Abut. Minimum tip Geocomposite Wall Drain the abutment cap with a $\frac{3}{8}$ " x 5" steel plate and Elev. 625.00 S. Abut. elevation of '2" \$\phi\$ studs with nuts and washers at 12" cts. 2'-458" ⊈ Brg. sheet piling Cost included with Concrete Superstructure. * Geotechnical Fabric for French Drains 9'-5" Minimum Section $modulus=3.4 in^3/ft.$ GENERAL DATA Existing Concrete Piles-*Included in the cost of Pipe Underdrains for Structures. STRUCTURE NO. 059-0040 (S.B.) If the Contractor chooses to alter the *Drainage Aggregate temporary cantilevered sheet piling STRUCTURE NO. 059-0041 (N.B.) Note: All drainage system components shall *4'' 🖣 Perforated design requirements shown on the plans, extend to 2'-0" from the end of each wingwall a design submittal including plan details TOTAL SHEET SHEETS NO. except an outlet pipe shall extend until intersecting and calculations will be required for SECTION COUNTY with the side slopes at exterior ditches. The pipes review and acceptance by the Engineer. SHEET NO. 2 SECTION THRU SEMI-INTEGRAL ABUTMENT shall drain into concrete headwalls. Median outlet (59, 68)RS-3, BR 137 | 108 55 Macoupin pipes shall be capped & sealed. (See Article 601.05 (Horiz. dim. @ Rt. L's) TEMPORARY SHEET PILING 31 SHEETS CONTRACT NO. 72921 of the Standard Specifications and Highway

DESIGN FIRM NO. 184000894

BLANK, WESSELINK, COOK & ASSOCIATES

ENGINEERS - CONSULTANTS

DECATUR, ILLINOIS

FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT